Honolulu High-Capacity Transit Corridor Project Final EIS content cross-reference to Koolani and 1133 Waimanu letter to FTA of October 29, 2009

Meetings were held with the condominium board and condominium owners at the Koolani in October 2009. Representatives of 1133 Waimanu were invited to the meetings. Follow-up meetings were held with other neighboring comdominiums in 2010 and representatives from the Koolani and 1133 Waimanu were invited to those meetings as well.

Comment	Final EIS Response Location	Final EIS Response Content
The Notice of Intent states that the Draft EIS would consider five fixed-guideway technologies.	Section 2.2.3	The NEPA Notice of Intent requested input on five transit technologies. The comments received did not substantially differentiate any of the five considered technologies as being universally preferable to the other technologies… A technical review process that included oppor-tunities for public comment was initiated sub-sequent to the scoping process to select a transit technology. The process included a broad request for information that was publicized to the transit industry… The panel twice accepted public comment as part of its review. By a four-to-one vote, the panel selected steel wheel operating on steel rail as the technology for the Project evaluated in this Final EIS… The four panel members selected steel wheel tech-nology because it is mature, proven, safe, reliable, economical, and non-proprietary….
1. Description of the Ala Moana-Kakaako neighborhood	Section 4.5.2	The Kakaʻako community encompasses the 614-acre Kakaʻako Community Development District from the shoreline makai of South King Street and between Piʻikoi and Punchbowl Streets. Redevelopment is replacing old one- and two-story warehouses and light industrial uses with new urban mixed-use development. The area between Keʻeaumoku and Pensacola Streets mauka

		of Kapiʻolani Boulevard is characterized by two- and three-story walk-up apartments in a quieter residential environment.
2. EIS does not mention condominium developments in immediate neighborhood. There are 2,342 units in the area.	Section 4.5.3	Kakaʻako has been designated a redevelopment area, which may result in a change in character along the Project alignment. However, substantial development has recently occurred in the neighborhood; several high-rise condominium developments have been built, and additional residential and commercial developments are planned.
3. The EIS does not address the number of residential units	N/A	The Draft EIS is not an extensive list of all individual property uses in the corridor. The specific number of units in individual buildings is not relevant to the determination of impacts.
4. The EIS does not mention that the route travels on Queen Street	Section 2.3	It will follow Nimitz Highway Koko Head to Halekauwila Street, then proceeded along Halekauwila Street past Ward Avenue where it will transitioned to Queen Street. The guideway will cross from Waimanu Street to Kona Street near Pensacola Street. The guideway will run above Kona Street to Ala Moana Center.
5. Kakaako neighborhood is not adequately represented in visual analysis	Section 4.8.3	Figures 4-46 through 4-49 provide additional photo simulations in the Kakaako area. Additional description added: Past Ward Avenue and the Kakaʻako Station, the alignment will transition to Queen Street. Kakaʻako Station will be noticeable, but it will blend with the character of nearby big-box stores and smaller industrial and residential buildings. Views from the fourth- and fifth-story windwos of adjacent offices and residences will be blocked.
6. EIS incompletely addressed quality of life issues related to noise.	Section 4.10.3	Koolani building does not have outdoor use areas facing the alighment. The building deoes have windows that open, but no lanais or other outdoor use areas. 1133 Waimanu is fully evaluated in the noise chapter (Figure 4-56 and Table 4-19) and will receive mitigation to address noise impacts predicted at that location.
Negative effects on “real	Section 4.4,	All acquisitions and displacements are

estate". Concern about property values.	4.19	identified in Section 4.4. Section 4.19 includes the evaluation of indirect and cumulative effects, inlucing TOD and property values: Changes in property values that will result from construction of the transit system are an indirect effect. Research based on New York and other cities has shown that residential property values can increase close to a transit station (Table 4-38). While most studies of transit's impact on real estate values show increases, they cannot explic-itly isolate transit benefits from other market forces… In some cases, transit may have a negative effect on real estate values due to what are often called "nuisance" effects—noise, increased foot traffic, visible infrastructure, transit-associated parking lots, and increased bus traffic. These factors can reduce the desirability of properties in the immedi-ate vicinity of the fixed guideway. Such nuisance effects will most likely occur in areas where value is attributable to the remoteness of the location. Because the Project is forecast to result in travel time savings and will be placed on already busy roadways, the likelihood of negative effects on real estate value is minimal.